

road shall not be less than twelve feet; and the maximum grade of said road shall not exceed one foot in twenty (1 in 20) except that where insurmountable obstructions make this grade impracticable the grade may be increased to a maximum of one foot in fifteen (1 in 15) for distances not greater than one hundred (100) yards in any one place.

Road to be located by engineer.
How engineer employed and paid.

SEC. 4. That said road provided for in this act shall be located by a competent engineer experienced in such work, to be employed and paid by the county commissioners of Haywood county for the work done in Haywood county, and by the commissioners of Jackson county for the work done in Jackson county, out of funds provided for in section one of this act, in the respective counties, by order of the county commissioners.

SEC. 5. This bill shall be in effect from and after its ratification.

Ratified the 3d day of March, A. D. 1897.

CHAPTER 227.

An act to extend the stock law limits in the county of Wayne.

The General Assembly of North Carolina do enact:

Former laws applicable.

Boundaries of stock law territory.

SECTION 1. That the provisions of chapter one hundred and (115) fifteen of the laws of 1885, and all laws amendatory thereof, shall extend to and be in full force and effect within the following boundaries in the county of Wayne, to wit: Beginning at the point where Reedy branch crosses the present stock law fence in Stony Creek township, and runs thence up said branch to the Alex Hamilton line, then with said Hamilton and A. B. Thompson's line to the Snow Hill road, and across the same to the west side thereof, then with said side of said road to the north side of the road at the Tom Lewis place, leading to Stony Creek church, then with said side of said road to said church and across the Stantonsburg road to the Thomas Crumpler line, then with said line to the path leading to the Mount Carmel road, then with said path to the road at S. D. Montague's, then across the road westerly to the Wilmington and Weldon railroad at I. P. Andrews' corner, then with W. H. Andrews' line to the head of Hook's mill pond, then with Hook's line to James Starling's corner, then with Starling's and Hook's line to Swinson Sherard's corner, then with Hook's and Sherard's line to John William Sherard's line, then across his land southwest to J. W. Thompson's line, then with Thompson's and Sherard's line to